

Poet's Corner.

FOR THE BLOOMFIELD GAZETTE.
ONLY.

THE SONG OF THE SCHLAGER.

It was only a pretty maiden, and she smiled but
a little smile—
'Twas only a Heidelberg student in Paradise just
for a while.
'Twas only two eyes that were watching in a
window over the way,
Which glowed like live coals in the shadow, and
darted an ominous ray.

'Twas only a glance while at lecture, a word to
explain in the hall—
'Twas only to say "Dummer Junge!"; and the
Clubs will arrange for it all.
'Twas only discussion at dinner, o'er cauliflower,
cabbage and beer,
Which rural had most chance, or whether the
shepherd might not interfere.

'Twas only to meet on the hillside, and to stop at
the little inn.
By the side of the shining Neckar, far away from
the city's din.

'Twas only the donning of goggles and gam-
lets, to ward off the blows,
While the schlagers were set in the court-yard,
and the surgeon's things put out in rows.

'Twas only to stand for the battle, when the last
mug of beer was quaffed,
And to make good fight for the honor of one's self
and one's Burschenschaft.

'Twas only to wait till the order rang out from
the umpire's place,
Then to clash the swords and to fall, with cool-
ness, with promptness, with grace.

Now hot ranged the contest, and hotter, and
fiercely the schlagers were slung;
The onlookers crowded round breathless, and
stilled as each commenting tongue.

Two strokes that were steady and skillful, and
the bloody work was done,
For two noses lay on the green sward, in the rays
of the setting sun.

min 3 6 4 1/2 BELLIORA.

* The German duelling sword.

* You're a young dot, understood as a formal
challenge.

* A famous university society.

FOR THE BLOOMFIELD GAZETTE.

RAILROADS.

A RAILROAD is a road constructed upon
parallel bars of iron or wood, upon which
the wheels of carriages run.

The first approach made to the inven-
tion of railroads was formed by the
Ancient Romans in the Apennine way. This
was formed of blocks of stone closely
fitted together, their surface presenting a
hard and smooth road, for the wheels of
carriages.

In modern times such tracks have been
made in several European cities, such as
Pisa, Milan, London, etc.

The first instance known of the use of
rails appears to have been about the year
1676, at the collieries of Newcastle-on-
Tyne, England, where they were used to
convey coal from the mines to the banks
of the river.

The rails were of timber, laid exactly
straight, upon which were run bulky carts,
with four rollers fitting the rails, whereby,
as Roger North tells us, one horse could
draw four or five chaldrons of coal.

The next improvement was made about
the year 1767, when iron rails were intro-
duced.

The possibility of constructing steam
carriages had been suggested by Watt,
and in 1782 a steam wagon was invented
by Oliver Evans, of Philadelphia, who
sent the drawings, etc., to London.

A locomotive carriage was next patented
by Watt, in the year 1784, and in 1802,
Richard Trevithick patented the first high
pressure steam engine.

The Liverpool and Manchester road
was commenced in 1825, upon which an
engine ran at the rate of fourteen miles
an hour, invented by Messrs. Robert
Stevenson and Booth.

The next year steam carriages were in
regular operation.

Thus was established a new system of
locomotives, vastly exceeding all others of
their line, in capacity.

Destined to be rapidly extended, and to
exert an extraordinary and beneficial ef-
fect on human affairs.

The first railroad in the United States
was a horse railroad, built in 1826, from
Quincy, Mass., to the Neponset river.

The first locomotive used in this coun-
try was built by Foster, Radcliff & Co.,
of Stourbridge, England, in 1829. Since
that time, railroads have been completed,
and in progress in every State in the
Union.

The Union Pacific Railroad and its con-
nections from New York to San Francisco,
via Chicago, Omaha, Salt Lake, and Sacra-
mento, is about 3,300 miles long, and was
estimated to cost about one hundred mil-
lion dollars.

And the trip from New York to San Fran-
cisco, which formerly took twenty-
three to thirty days (via Panama), is now
made in six days.

The Mont Cenis Railway, through the
Alps, from St. Michael, in Savoy, to Susa,
is one of the greatest works man ever
finished.

CHAR. KROUSE.

SNAKES.

The editor of an Iowa paper recently
visited, with others, a geyser quarry owned
by Mr. Cummings of Fort Dodge, Iowa.
He thus describes the place:

From out the crevices the snakes were
crawling in all directions, and "swash
swash" went the huge clubs of the men
who were defending their fellow workmen,
and every blow was the death of a snake.
Just as our feet crawled a deadly moccasin,
while to the right and left spotted adders
and chasers squirmed and hissed as they
twined among the stones or crept up the
bluff. Directly in front of us lay a pile of
dead serpents, as large as a two bushel

basket, while on the face of the sloping
bluff were probably three hundred reptiles
which had escaped the clubs of the men,
and were hastening away to the prairie,
their elevated heads and writhing bodies
transforming the bluff into no mythical
Gorgon's head. Just above us, on the ledge
of rocks, was a huge adder, and Mr. Cum-
mings, picking up a piece of rock, heaved
it at him, pinning him to the ledge. But
the snake was gone; some three feet of his
body was free, and gathering himself up he
would leap full at us with all force, hissing
and opening his jaw in a way that made
the blood run cold. The next leap he
made, a blow from our cane sent his head
spinning a score of feet, and the bleeding
trunk dropped to the earth below. The
snakes are said to retire into their dens
about 2 P. M. every day, after which all is
quiet until the sun's rays reach the quarry,
when the same thing is repeated. Two
hundred and seventy-five snakes were
killed that day, the number for the two weeks
footing up 6,500, while it is supposed that
ten times that number escaped. On the
14th of October the snakes commence to re-
turn and enter again their dens for the
winter.

BATTLESLAKES FIGHTING.—Mr. W. H.
Dickson, who lives near Des Arc, while
passing through an old field grown up
with weeds, had his attention attracted by
a noise a few rods distant, and went to see
what caused it. He discovered two large
rattlesnakes fighting, and watched the
scene for some time. They would rise their
heads nearly three feet from the ground,
and strike at each other, inserting their
serrated fangs in the bodies of each, and
wound themselves and do the same thing
over and over again. During the fight they
would occasionally emit a white looking
fluid from their mouths. Mr. Dickson shot
one of them, and the other escaped. He
afterwards found the other dead near where
the battle was fought. One of them was
five feet long, large and had seventeen
rattles. The other was six feet long, slender,
and had twenty-six rattles. This is the
first time we have ever heard of rattles-
nakes fighting. It is death to the victor
as well as to the vanquished.—Des Arc
(Ark.) Citizen.

Our Catechism.

GENTLEMEN.—Every one who bears the
name of a Gentleman is accountable for it
to his family.—Gill Blas.

INTEGRITY.—He that is ungrateful has no guilt but one,
All others may pass for virtues in him.

Religion refines our moral sentiments,
disengages the heart from every vain de-
sire, renders it tranquil under misfortune,
humble in the presence of God, and steady
in the society of men.—Zimmerman.

CREDULITY.—Believe not each assenting tongue
As most weak persons do,
But still believe that story wrong
Which ought not to be true.—Sheridan.

TRUE BRAVERY.—The brave man is not he who feels no fear,
For that were brutal and irrational;
But he whose noble soul its fear subdues,
And bravely faces the danger nature shrieke
from.—Bailie.

HEMLOCK.—That fairest, loveliest flower
That grew in Paradise, and that died,
Has rarely flourished since on mortal soil.
It is so frail, so delicate a thing,
That gone if it but look upon itself;
And who venture to believe it theirs
Prove by that single thought they have it not.

"BUT"—"BUT" is to me a more de-
testable combination of letters than "No"
itself. No is a surly, honest fellow, speak-
ing his mind rough and round at once.
But is a sneaking, evasive, half-bred, ex-
ceptions sort of a conjunction, which comes
to pull away the cup just when it is at your
lips.

It does not ally
The good precedent—do upon but get!
But yet is as a jailor to bring forth
Some monstrous malefactor.—Waller Sc ott.

After Dinner.

Why is a bankrupt like a clock? Be-
cause he must either stop or go on tick.

Why is the letter A like a clover blossom?
Because a B follows it.

A fireman writes to say that if your
piano forte should catch fire, the best plan
is to play on it.

What is that from which, if you take the
whole, some will remain? The word
wholesome.

Why is the L in the word military like a
man's nose? Because its between two
eyes.

A physician advertised that at the re-
quest of his friends he had moved near the
church yard; and trusted that his removal
would accommodate many of his patients.

A lady being sick sent for her doctor.
When he entered her room, "O doctor,"
said she, "I can neither lay nor set."
"Well," retorted the doctor, "perhaps
you can roast, then."

A boy having been praised for his quick-
ness of reply, a gentleman observed—
"When children are so keen in their youth,
they are generally stupid when they become
advanced in years." "What a very senile
boy you must have been, sir," replied the
lad.

A physician, having been out hunting,
but without success, his servant said he
would go into the next field, and if the
birds were there he would "doctor 'em."
"Doctor 'em!" What do you mean by
that?" inquired his master. "Why, kill
'em, to be sure," replied the servant.

A lawyer, to avenge himself on his op-
ponent, wrote "Rascal" in his hat. The

owner of the hat took it up, and, turning,
to the judge, said, I claim the protection
of this honorable court; for the opposing
counsel has written his name in my hat
and I have strong suspicions that he in-
tends to make off with it.

RIGHTS ASSERTED.

A COMMENDABLE PROCEEDING.—A story
is told of a certain lawyer who chanced to
step aboard an over-crowded train of cars,
which reflects credit on his shrewdness.
Among the passengers were twenty-three
who would not place to sit. The conductor
told them that they should all decline to
give up their tickets until they were fur-
nished seats. The agreement was made,
and when the conductor came around he
found twenty-three gentlemen but very
obedient men who refused to give him
either tickets or money unless he would
show them a place to sit. The conductor
replied that there were plenty of seats in
the next car, but on inquiry it was as-
certained that this was a drawing-room car
for which extra charge was made. So the
twenty-three declined to budge, and mat-
ters remained in this unsettled condition
until the cars had gone a long distance.
The conductor finally induced two dozen
persons who had seats to go into the draw-
ing room car without extra charge, and
then made place for the obstinate twenty-
three, who gave up their tickets as they
had said they would do. Undoubtedly
they had the right of it, as the courts have
repeatedly decided that a passenger is jus-
tified in refusing payment of fare until the
railroad company gives him proper accom-
modations, and we hope their example will
be imitated until railway companies learn
that people who pay fares on railways are
entitled to certain rights.

PHYSIOLOGICAL FACTS.

INTERESTING TO EVERYBODY.—Suppos-
ing you are to be fifteen or thereabouts,
I can figure you to a dot. You have 160
bones and 500 muscles; your blood weighs
25 pounds.

Your heart is five inches in length and
three in diameter; it beats 70 times per
minute, 4,200 times per hour, 100,800 per
day, and 36,720,000 per year. At each
beat a little over two ounces of blood is
thrown out of it; and each day it receives
and discharges about seven tons of that
wonderful fluid.

Your lungs will contain a gallon of air,
and you inhale 24,000 gallons per day.
The aggregate surface of the air-cells of
your lungs, supposing them to be spread
out, exceeds 20,000 square inches.

The weight of your brain is three pounds;
when you are a man it will weigh about
eight ounces more.

Your nerves exceed 10,000,000 in num-
ber.

Your skin is composed of three layers,
and varies from one-fourth to one-eighth
of an inch in thickness. The area of your
skin is about 1,700 square inches, and you
are subjected to an atmospheric pressure
of 15 pounds to the square inch.

Each square inch of your skin contains
3,500 sweating tubes or perspiratory pores,
each of which may be likened to a little
drain-tile one-fourth of an inch long, mak-
ing an aggregate length of the entire sur-
face of your body of 301,166 feet, or a line
ditch for draining the body almost forty
miles long.

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